

COUNTRY East Germany

REPORT NO.

TOPIC Brandenburg-Briest Airfield

EVALUATION see below

PLACE OBTAINED

DATE OF CONTENT 2 to 31 October 1952

25X1

DATE OBTAINED

25X1

PREPARED

26 November 1952

REFERENCES

PAGES 3

ENCLOSURES (NO. &amp; TYPE)

REMARKS

**REFERENCE COPY****DO NOT CIRCULATE**

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1. Activities observed at Brandenburg-Briest airfield during the period from 2 through 31 October 1952 included:

2 October. At 0:30 a.m., two MiG-15s took off to circle over the field. The ceiling was at an altitude of about 1,500 meters, and visibility was 5,000 meters. From 9:41 to 10:17 a.m., MiG-15s

practiced formation flying. After landing, they taxied back to the take-off point and refueled from four tank trucks between 10:25 and 10:45 a.m. At 10:55, the planes again took off at intervals of about 100 meters. Heavy flying by MiG-15s continued until 4 p.m. At 6:05 p.m., two of the six alert planes

took off and landed again at 6:13 p.m.

3 October. There was no flying.

4 October. After 8:30 a.m., six MiG-15s were successively towed by a truck to the target range in forest district 50, from where short bursts of machine gun fire were subsequently heard. After 4 p.m., all MiG-15s were towed by two trucks to the runway, from where they took off at 6 p.m. Flying continued until 10 p.m., when heavy rain set in.

5 October. There was no flying in the morning, when the weather was rainy. At 6:30 p.m., two alert planes took off and landed again about 6:40 p.m. Radio trucks, fire trucks and jeeps were parked at the take-off point as observed during flying activity. However, there was no flying.

6 October. At 8 a.m., six MiG-15s were counted near the runway in forest district 50, while the remainder of the MiG-15s were parked in front of the flight control station. There was no flying.

7 October. At 6:30 a.m., source observed 18 MiG-15s near the runway and an undetermined number of aircraft in front of the flight control station. There was individual flying from 8:30 a.m. to 5 p.m.

8 October. At 6:50 a.m., source observed 24 MiG-15s at the runway and 1 Yak-11 in front of the flight control station.

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The weather was rainy, and the ceiling was at an altitude of about 800 meters. The following take-offs and landings by MiG-15s were observed:

	Take-off at	Landing at
25X1	12:30 p.m.	1:03 p.m.
	12:32 "	1:07 "
	12:40 "	1:14 "

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	<u>Take-off at</u>	<u>Landing at</u>
	12:47 p.m.	1:20 p.m.
	1:00 "	1:28 "

After the planes had landed, the pilots rode in trucks to the flight control station. The planes refueled and probably took off again with other pilots. Source observed that aircraft [redacted] took off about 2 p.m. Flying continued throughout the afternoon. No formation flying was observed. 12 October. Twenty-four MiG-15s and one Yak-11 were counted at the field. It was observed that 18 of the planes were covered with tarpaulins. There was no flying.

15 October. There was no change in the status of the field. The weather was rainy and the ceiling was at an altitude of 300 to 400 meters. From noon to 1 p.m., MiG-15s [redacted] practiced individual flying.

16 October. There was no flying.

17 October. The cloud base was at an altitude of 1,000 meters, and visibility was 500 meters. There was no flying. At 11 a.m., the engines of the alert planes were started.

18 through 20 October. There was no flying.

21 October. Eighteen take-offs and landings by individual MiG-15s were observed from 10:30 a.m. to 3 p.m. The weather was rainy, the ceiling was at an altitude of 2,000 meters, and visibility was about 250 meters.

22 October. Weather conditions were the same as on the preceding day. At 5 p.m., alert planes [redacted] took off to circle over the field. No other flying was observed.

23 October. There was no flying. The weather was rainy.

24 October. At noon, 22 MiG-15s were observed at the runway and two MiG-15s in front of the flight control station. From noon to 12:35 p.m., MiG-15s [redacted] practiced flying. They were subsequently refueled. At 1:15

p.m., MiG-15s [redacted] took off. Between 1:30 and 1:40 p.m., these planes crossed the field in formations of two and landed between 1:45 and 1:51 p.m. All of them were fitted with auxiliary fuel tanks.

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27 through 30 October. A total of 24 MiG-15s was observed. Flying was conducted on 29 and 30 October. On the latter day, formations of four to nine planes were seen. At 3:30 p.m., an IL-10 towing a sleeve target landed.

31 October. Eight alert planes were observed for the first time at the field.<sup>1</sup>

2. On 16 October, four AA guns with a caliber of 70 to 80 mm were observed at the emplacement near Rosenhof.<sup>2</sup>

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3. On 2 October, the searchlight mounted on truck [redacted] was still seen in forest district 28/29. At 8 a.m. on 6 October, 30 soldiers began dismantling the lighting facilities on the north side of the runway. The lamps along the south side of the runway were not removed.<sup>3</sup>

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4. No aircraft crates arrived during the period from 2 through 8 October. Fuel shipments were observed arriving. On 8 October, truck [redacted] was seen proceeding toward Rosenhof. On 24 October, tank trucks [redacted] and [redacted] proceeded toward the flight control station.

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5. At 10 a.m. on 12 October, four to six MiG-15s and two green single-engine, low-wing monoplanes fitted with in-line engines were observed at the field. There was no flying between 10 a.m. and 1 p.m. in spite of good weather. No flying was observed from 1 to 5 p.m. on 13 October.

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25X1 6. Source learned from an airfield worker that six trainers were stationed at the field in addition to the MiG-15s.

25X1 7. On 12 October, two boxcars and eight flatcars loaded with tractors [redacted] 25X1 truck [redacted] and two trailers arrived at Brandenburg-Altstadt railroad station en route from Dallgow. At 4 p.m. on 14 October, the 25X1 shipment was forwarded to Briest. Ten railroad carloads of timber, which 25X1 arrived at Brandenburg-Altstadt railroad station en route from Netzeband 25X1 on 30 October were distributed [redacted] at Zerbst airfield 25X1 (one carload); [redacted] at Koethen airfield (three carloads); [redacted] 25X1 [redacted] at Zerbst airfield (four carloads); [redacted] at 25X1 Merseburg airfield (two carloads). On 30 October, a railroad tank car 25X1 dispatched [redacted] in Velten arrived at the railroad station 25X1 consigned [redacted] at Briest airfield, [redacted]

25X1 1. [redacted] Comment. A fighter regiment is stationed at Brandenburg-Briest airfield. With regard to the training status of this regiment it is noteworthy that flying was conducted under the poor weather conditions prevailing on 21 October.

25X1 2. [redacted] Comment. According to available information, four 37-mm AA guns were believed to be stationed at the field. As previous observations indicate that six guns are assigned to light AA batteries, it is indeed more probable that the AAA emplacement at Rosenhof is occupied by a battery of medium guns.

25X1 3. [redacted] Comment. White lamps were previously installed on the north side of the runway. It is unknown why these lamps were dismantled. Generally, runways in East Germany are fitted with only one row of lamps.

25X1 4. [redacted]

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